



a tread with a predetermined thickness between a radially external surface of the tread and a radially internal surface of the tread in contact with the belt structure, the tread extending coaxially around the belt structure and comprising a row of central blocks and a row of intermediate blocks arranged on each side of an equatorial plane of the tyre between a central longitudinal groove formed astride the equatorial plane and a pair of longitudinal lateral grooves, the blocks of the central and intermediate rows being circumferentially spaced respectively by a plurality of first and second transverse grooves extending in a direction substantially perpendicular to a predetermined direction of forward travel of the tyre, each block being formed by a pair of transverse sides, respectively a front side and a rear side, relative to the direction of forward travel, and by a pair of longitudinal sides, the blocks of the central rows being separated from the blocks of the intermediate rows by a pair of circumferential sipes, wherein:

the blocks of the intermediate rows are circumferentially staggered by a first predetermined quantity relative to the blocks of the central rows;

the blocks of the central rows arranged on a first side of the equatorial plane of the tyre are circumferentially staggered by a second predetermined quantity relative to the blocks of the central rows on a second side of the equatorial plane of the tyre;

the first and second transverse grooves have centre lines converging in the direction of forward travel with ends on planes parallel to the equatorial plane of the tyre;

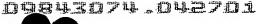
the first and second transverse grooves have centre lines inclined in opposite directions to one another at a first angle with respect to a plane perpendicular to the equatorial plane of the tyre; and

a depth of the first and second transverse grooves is equal to at least 95% of the thickness of the tread.



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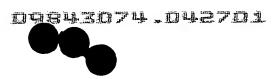


- 2. (once amended) The tyre of claim 1, wherein a width of the transverse grooves is between 8 mm and 11 mm.
- 3. (once amended) The tyre of claim 1, wherein a width of the longitudinal grooves is between 10 mm and 14 mm.
- 4. (once amended) The tyre of claim 1, wherein the depth of the longitudinal lateral grooves is equal to at least 95% of the thickness of the tread.
- 5. (once amended) The tyre of claim 1, wherein the tyre comprises, in a position axially outside the intermediate rows, a row of shoulder blocks and elastic means for connecting together circumferentially adjacent shoulder blocks.
- 6. (once amended) The tyre of claim 5, wherein the elastic connection means consists of a relief in a transverse groove between successive shoulder blocks, the relief extending up to a predetermined height.
- 7. (once amended) The tyre of claim 5, wherein the shoulder blocks are circumferentially staggered relative to the blocks of the intermediate rows.
- 8. (once amended) The tyre of claim 5, wherein longitudinal outermost sides of the shoulder blocks are provided with facets.



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- 9. (once amended) The tyre of claim 1, wherein the transverse grooves form, together with a plane perpendicular to the equatorial plane of the tyre, a first angle between 10° and 15°.
- 10. (once amended) The tyre of claim 1, wherein the first quantity of circumferential staggering of the blocks is comprised between 48% and 58% of a length of a block.
- 11. (once amended) The tyre of claim 1, wherein the second quantity of circumferential staggering of the blocks of the central rows is comprised between 47% and 57% of a length of a block.
- 12. (once amended) The tyre of claim 1, wherein the second quantity of circumferential staggering is substantially equal to the first quantity of circumferential staggering.
- 13. (once amended) The tyre of claim 1, wherein the circumferential sipes have a maximum width of 3 mm.
- 14. (once amended) The tyre of claim 12, wherein a depth of the circumferential sipes is between 19 mm and 22 mm.
- 15. (once amended) The tyre of claim 1, wherein the front and rear sides of the blocks of the central row are formed by two straight portions inclined at a first angle with respect to a



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plane perpendicular to the circumferential sipes and by a third intermediate spacing portion connecting together the straight portions.

- 16. (once amended) The tyre of claim 15, wherein the third connecting portion forms a second angle with a plane perpendicular to the equatorial plane of the tyre, and wherein the second angle is between 30° and 40°.
- 17. (once amended) The tyre of claim 1, wherein the tyre comprises means for mutual engagement of the blocks of the intermediate and central rows.
- 18. (once amended) The tyre of claim 17, wherein the mutual engagement means consists of longitudinal sipes separating the central and intermediate rows having a zigzag pattern.
- 19. (once amended) The tyre of claim 1, wherein the central longitudinal groove has a width between 8 mm and 15 mm.
- 20. (once amended) The tyre of claim 1, wherein a depth of the central longitudinal groove is between 19 mm and 22 mm.
- 21. (once amended) The tyre of claim 1, wherein the central longitudinal groove is provided with a rib radially extending from a bottom thereof.

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